

Morris W. Wilson had made representations were granted CC Commissions by the R.A.F. These officers were acting in an executive capacity and commissions were granted to enable them to deal efficiently with Service personnel under their jurisdiction. The commission is a temporary one in the R.A.F. Reserve, can be terminated on one month's notice and its holder is not recognized by the British Government as a member of the Armed Services. The Justice Department has, however, ruled that, for the purposes of Canadian veteran legislation, holders of these commissions are members of His Majesty's Forces raised outside Canada and, if otherwise qualified under the provisions of the various Acts, are eligible for veteran benefits. There are 57 of this group who were domiciled in Canada on appointment.

As to the flying personnel, the interdepartmental committee was informed by Air Commodore Murray and Wing Commander Courtemanche that Atfero, a British Crown Company, was organized in the summer of 1940 by Mr. Morris W. Wilson, President of the Royal Bank, at the request of Lord Beaverbrook, to fly bombers across the Atlantic. At this time, the Battle of Britain was at its height and no trained R.A.F. or R.C.A.F. personnel could be spared for this work. Employment was on a trip basis and all personnel were recruited from the ranks of professional flyers. Rates of remuneration were high and were not standardized—from \$500 to \$1,000 a trip was commonly paid. In the autumn of 1941, Atfero was taken over by the Ferry Command of the R.A.F. and Air Chief Marshal Sir Frederick Bowhill came to Canada to take command of the group. A number of R.C.A.F. and R.A.F. personnel of all ranks were attached to it, though civilian flyers were retained and continued to be recruited. Their remuneration was, however, standardized on a monthly basis, and, at this time or later, civilian personnel other than observers were required to enter into contracts. In the spring of 1943, the Ferry Command was reorganized as No. 45 Group R.A.F. and it is members of this Group who have made representations on behalf of these Civilian Flying Personnel. No organization called the Transport Command existed in Canada.

A copy of the form of contract was supplied to the interdepartmental committee by Mr. Pierce. The contract made between the Air Ministry of the United Kingdom and the civilian flyer may be terminated on fourteen days' notice by either party but, in the event of inability through illness or otherwise to carry out his duties, the employer may discharge the employee forthwith, without notice, or stop his pay for the period of his incapacity. No provision was made by the British Air Ministry for medical attention of these personnel and the contract specifically stated that the Ministry had no liability or obligation whatever for death or injury.

The representations by the flyers point to the high importance of their work—from the dark days of 1940 when a few civilians were called upon to deliver the first badly needed land based bombers to Britain, pioneering at that time the hazards of the North Atlantic. They state that they flew in many theatres of war, over or near enemy-occupied territory and within range of enemy interceptor aircraft; that they were asked to man guns in aircraft and were given courses in air gunnery; that they were attacked by aircraft and from the ground, and that their over-all rate of casualty was 20 per cent killed, while during the first two years the rate was 35 per cent killed. The total number of Canadian survivors is 269, comprising 44 Captains, 32 1st Officers, 149 Sr. and Jr. Radio Officers, 21 Flight Engineers and 23 Observers. They point to the estimated cost of \$25,000 to train a pilot under the British Commonwealth Air Training Plan to "wing standard", i.e., 250 hours, while the Canadian civilian pilots undertook this employment with an average of 1,500 hours to their credit. The brief mentions that the civilian flyer received his pay and nothing more; he was removed from the payroll immediately upon being reported missing or in case of sickness or by reason of accident sustained in the line of duty. The